



VOL. VIII.

MONTEREY, HIGHLAND COUNTY, VA., FEBRUARY 22, 1895.

MOUNT VERNON.

WHERE GEORGE WASHINGTON LIVED AND DIED.

Hundreds Visit the Historic Homestead Daily—The First President Was an Extensive Farmer—Relics of the Revolution.

THE new and popular way of making the great American pilgrimage to the home and tomb of Washington is by way of the ancient and quaint old town of Alexandria, Va. For more than a century the only means of communication with Mount Vernon by public conveyance has been by the river. Steamboats have carried their hundreds of thousands of pilgrims to the sacred spot, and though that route was pleasant enough, it was slow, and up to a recent date expensive.

The new route is by way of Alexandria and the new electric railway which lands passengers in twenty minutes at the very gates of Mount Vernon. And it is a beautiful and novel ride from the quaint old town. The line leads out of Alexandria on Fairfax street and follows closely the river bank until it crosses Hunting Creek, at one time the northern boundary of the vast Mount Vernon estate. Then it cuts across the broad acres which Washington cultivated before the Revolution, and here and there crosses and recrosses the old Richmond turnpike, which in Colonial and Revolutionary days was the main artery of travel between the North and South. From the electric car windows the eye can follow the old road for miles by the rows of ancient poplars planted on either side.

A HISTORIC ROADWAY.

Over this road the Revolutionary armies marched south; by this highway the Northern cities of Baltimore, Philadelphia, New York and Boston were brought into communication with Richmond, Charleston and Savannah. Over this ancient turnpike rumbled the coach and four of General Washington when he set out upon his



MOUNT VERNON.

various pilgrimages to attend sessions of Congress in Philadelphia or take the oath of office as President. This highway, too, used to resound the hoof-beats of his thoroughbreds when he made his tri-weekly visits to Alexandria to attend church or look after his business affairs. In later years the old road resounded the tramp of other hoofs, for it was over this thoroughfare that the panic-stricken soldiers fled from Bull Run in 1861, and rushed pell-mell, horse, foot, dragons and unmounted across Long Bridge into Washington. The last great spectacle the old turnpike ever saw was the march of Sherman's army, which followed it on the march from the South to Washington for the review in 1865. Since that day the old turnpike has borne nothing more exciting or sensational than the farm wagons and hayricks of old Virginia.

To the right, as the "trolley" crosses the bridge over Great Hunting Creek, is Fort Lyons, the strongest of all that great cordon which protected Washington in the war days. Near Fort Lyons is the old home, still standing, of the seventh Lord Fairfax—Rev. Brian Fairfax, who in Washington's day was rector of Christ Church at Alexandria, of which Washington was a vestryman. The old church is still one of the cherished landmarks in Alexandria, and the edifice with Washington's big square pew is carefully preserved intact. Lord Fairfax's home



ROOM AND BED WHERE WASHINGTON DIED.

was called Mount Eagle, and is still in excellent preservation. A mile beyond the bridge and the road enters the "old Mount Vernon estate," which in Washington's day comprised 8000 acres of as fine land as was ever known in Virginia. The estate was divided into five farms, known as River Farm, Dogue Run Farm, Mansion House Farm, Union Farm and Muddy Hole Farm. River Farm, which the railway strikes first and formerly known as Clifton's Neck, was bought by Washington in 1760 for \$2 an acre. It consisted of 2000 acres.

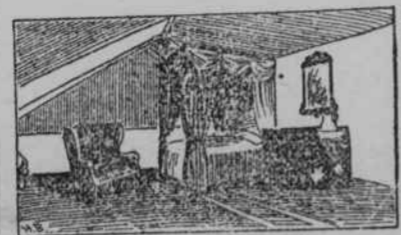
BUILT BY WASHINGTON.

The first landmark of Revolutionary interest that is reached after entering upon the old estate is Wellington Hall. It stands about four miles from Alexandria, on the Potomac bank, and oc-

cupies a site almost as beautiful as Mount Vernon. Wellington Hall was built by Washington in 1768 on a portion of the estate comprising 600 acres, and during his life it was occupied by Colonel Tobias Lear, who lived in history as Washington's military secretary and life-long friend. Colonel Lear was also tutor to the Curtis children and for more than thirty years was a member of Washington's family. It is said the first President built Wellington Hall for Colonel Lear's use, but whether this be true or not, he certainly occupied it for most of his life. By his will General Washington made Colonel Lear a tenant for life, rent free, and he lived on the place until his death in 1816. His remains now repose in the Congressional Cemetery in Washington.

After Tobias Lear's death Wellington Hall passed into the hands of the collateral branch of the Washington family, the last occupant being Charles A. Washington, a grand-nephew. He was a hard-earned son of chaf, very dissipated, and under his management the estate soon ran down. The old inhabitants tell funny stories about "Charley" Washington and his career as a farmer. On one occasion he took some plowshares to Alexandria to be sharpened, which were urgently needed in the spring plowing, but falling in with some cronies he was induced to go off for a month's sojourn at the "springs," and never came back until the wheat crop had gone by default. "Charley" Washington was a great theorist. He once read in a farm paper that the most profitable crop one could grow was barley. So he planted ten acres. When the barley ripened he had it "failed" out and loaded on a four-horse wagon and started it for the Alexandria market. "Charley" went on ahead on horseback to dispose of the load. But barley he found was an unknown grain in the Alexandria market and there was no sale for it; but after a whole day's tramping he succeeded in trading the load of barley to a brewer for a barrel of beer, which he sent home and stored in his cellar. The news of the transaction leaked out, and the same night a dozen of Charley's cronies in Alexandria paid a visit

Aside from these incongruities, however, the old mansion is an interesting, almost a hallowed spot. There are not so many relics of Washington but what there are are full of interest. The bed upon which he died, sent by the Lee family, and the other furniture contributed by various families, have enabled the ladies in control to fit up Washington's chamber very nearly as it was when its great occupant passed away. There are a good many other relics on view, but not



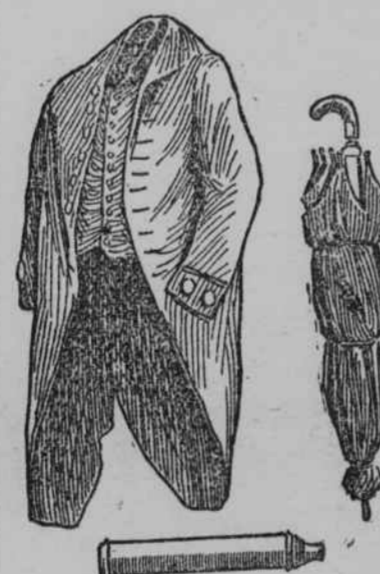
MARTHA WASHINGTON'S BEDCHAMBER.

many that are, strictly speaking, relics of Washington. There is plenty of Colonial furniture, but Washington never saw it. There are portraits, engravings, etc., and a valuable collection of Washington's autograph letters, which are mounted in the former state dining-room. There are two or three swords, suits of military clothing, articles of camp equipage and a brown suit of clothes, the cloth of which was woven on the place which the General wore at his first inauguration as President.

After the death of Washington in 1799, followed two years later by the death of his widow, the estate began to go down. Washington had already given 2000 acres to his adopted daughter, Nellie Custis, upon which she and her husband, Lawrence Lewis, afterward built the beautiful Woodlawn mansion, located three miles below the mansion at Mount Vernon. By his will Washington left other large portions of his estate to other relatives, the homestead proper falling to the share of Bushrod Washington, his nephew, who afterward became an Associate Justice of the Supreme Court. From Bushrod Washington it descended to his grandson, John Augustine Washington, who, in July, 1859, sold the mansion and grounds together with 200 acres of land for the rather munificent sum of \$200,000. It was a pretty hard bargain that Colonel Washington drove, but he got away with it. At the time the sale was made the mansion and outbuildings were sadly run down. There was evidence of neglect on every side. The broad acreage had diminished and passed into other hands. The remainder was largely given over to weeds and underbrush. The soil was worn out and no effort made to reclaim it. Verily, the glory of Mount Vernon had departed. About 1854 several colonies of thrifty farmers from New Jersey, Pennsylvania, New York and the New England States were formed to buy and reclaim these worn-out lands. They bought tracts of from forty to three hundred acres to each family and by very much the same methods that Washington used they have reclaimed the land so that now, out of the original acreage of Mount Vernon, there is very little that is not highly improved and worth \$50 to \$300 per acre.

Relics of Washington.

At the Libby Prison War Museum, in Chicago, there are an old brown velvet coat worn by Washington at his second inauguration, a family umbrella, much out of repair, two of his swords, some tarnished epaulettes, a rusty field-glass, a belt and a needle case carried by Mrs. Washington.



GENERAL WASHINGTON'S COAT, UMBRELLA AND FIELD-GLASS.

In all there are enough Washington relics in Chicago to fill out a large museum. Most of them are well preserved and bear evidence to the fact of Washington's wealth and love of rich and beautiful clothing and articles of personal and household adornment.

George Washington's Birthday.

It was George Washington's birthday. The bells were ringing and the cannon were booming in commemoration of the Father of His Country. Little Ethel, aged five, wise and thoughtful beyond her years, was gazing out of the window, apparently in deep thought. Suddenly she awoke from her reverie, and, turning around to her father, said: "Papa, what are they going to give George Washington for his birthday?"

A Deserved Fate.

"Why did General Washington cross the Delaware on a dark, stormy night?" asked the funny man. "Give it up," answered the crowd. "To get to the other side," retorted the funny man; and then the crowd killed him gently, but firmly. —Halle.

THE NEWS.

T. P. Linn and Henry Gumble filed suits at the United States Court at Columbus, O., to test the constitutionality of the income tax law. —Mrs. Elina Moore, fortune teller and trance medium, was arrested in Newport, Ky., for fraudulent use of the mails. —The Trunk Line Association, at a meeting in Chicago, decided to raise the emigrant fare between New York and Chicago from \$13 to \$15. —James Frazier and A. B. McQuiston were killed by the explosion of a boiler at an oil well near Roxford, Pa. —Eighteen young men and boys of Chicago, while skating on Lake Michigan, were nearly carried out into the open lake on an ice floe. —The Rose Valley Cotton and Woolen Mill, near Media, Pa., was placed in the hands of the sheriff on an execution issued on a judgment for \$21,000. —James Conner, a farmer near Lodi, Ill., was found frozen to death in a snowdrift. —Lyvi Davis, founder and for a long time proprietor of the Gazette, at Davenport, Iowa, died at the age of seventy-five years. —Receivers of the Des Moines Union Building and Savings Association reported to the court that the liabilities of the defunct concern are \$199,344 and the assets \$69,419. It was ascertained that the association was wrecked by mismanagement. W. S. Richmond, who was connected with the association, retains some of the books, and has refused to produce them even on order of court.

The house of Frank Jones, near Drennon Springs, Kentucky, was burned, and Jones' wife and two children were burned to death. Jones was so badly burned that he will not recover. —Three employees of the True America, an A. P. A. newspaper at St. Louis, were handcuffed by masked men and the subscription book of the paper seized. —At Burlington, Wis., the Politz and Buell Block was burned; loss to T. W. Buell, hardware, and C. T. Politz, dry goods, \$75,000. —Jas. Donohue, engineer, was badly hurt in a railroad wreck near Rhinefield, N. Y. —Theodore E. Penick and John Mack were instantly killed by the explosion of a boiler in Cobb's sawmill, in Towanlo, Pa. —Peter May, a negro farm laborer, shot and killed W. B. Lytle, the overseer of the South Christian farm of W. S. Cheatham, near Hopkinsville, Ky.

Nicolas Welter had his neck broken at a fire at Lynn, Mass. —Harold M. Caville, who was charged with being a matrimonial swindler, has disappeared from Chicago. —At Springfield, Ill., Carrie McGregory and George Harpole, of Fairfield, Ill., were found dead in bed at the Brunswick Hotel. They blew out the gas. —In a collision between locomotives on the Cast's Shannon Railroad in a tunnel, near Pittsburg, five trainmen were hurt and a locomotive and a number of cars demolished. —Counsel for the defense made the opening statement in the trial of Harry Hayward, and showed that an attempt would be made to prove that Blat had another confederate whose identity he was trying to conceal. —A bill was introduced in the New York legislature to prohibit the formation of pools, trusts and combines. —Walter Gudeby, aged twenty-five years, of Washington, shot and killed himself in Philadelphia. —An Allentown, Pa., fire damaged the furniture store of the C. A. Dorney Furniture Company to the extent of \$31,000; fully insured.

Walter A. Scott, aged twenty-nine years, of Wiston, Mass., confessed to the murder of James Slamin, a coachman at the Back Bay, Boston, on December 5. —The ninth annual convention of the National Brick Manufacturers' Association was held in Cleveland, O., between three and four hundred delegates taking in attendance. —The United Mine Workers of America met in Columbus, O. —Bill Cook, the notorious Western outlaw, was sentenced to forty-five years in the penitentiary at Albany, N. Y. —Judge Grosvenor, in the United States Court, Chicago, postponed the Debs trial until the first Monday in May, having discharged the jury, on account of the serious illness of one of them. The majority of the jury were in Debs' favor.

Joseph Averick, a triple murderer, was caught in Columbia, S. C., and will be taken to Savannah for trial. There were rewards aggregating \$1,200 for his capture. —The big hotel at Browns-Mills-in-the-Pines, near Mount Holly, N. J., owned by the Forest Spring Hotel Company, was burned. Loss, \$150,000. —Fire at Bluefield, W. Va., destroyed a number of store-houses, causing a loss of \$10,000. —The Elgin National Watch Company and the Waltham Watch Company are reported to have been sold to an English syndicate.

Miss Lizzie Laird, a teacher at the Lakewood, N. J., public school, was struck by a train and killed. —The car barns of the Lincoln avenue cable line in Chicago were burned out, the loss amounting to \$250,000. —Federal Judge Hanford has ordered the Northern Pacific receivers to pay bills aggregating \$300, presented by scorekeepers, liveries and others between Tacoma, Centralia and Spokane Falls for supplies, lodging, board, etc., furnished the deputy marshals during last summer's strike. —The contempt rule against George M. Pullman in the Debs case was dismissed by Judge Grosvenor in the United States Court, Chicago. —Pullman explaining that he meant no disrespect to the court by his trip East. —At meeting of oil producers in Pittsburgh: It was decided to form a cartel company to be known as the Pure Oil Company, with a capital stock of \$1,000,000. —By an explosion of natural gas at Mexville, Pa., two buildings were wrecked, one person killed and several injured. —The annual meeting of the Associated Press members was held in Chicago, and the Eastern members gave a banquet to the Western members. —The three-masted schooner Rose Eberbrook sank off S. I., soon after her crew had been taken off.

NEW ORLEANS TERRORIZED.

Three Daring Highwaymen Fatally Wounded a Victim and Robbed Many.

Two bakers were held up in the principal part of the city by three highwaymen, who fatally wounded one of them, Christian Flick, and escaped. The same men have held up street cars on every line in the city for the past two weeks and robbed the drivers. So many such cases have occurred that the companies no longer furnish the men with money for making change and in some instances have put guards on the cars.

THE GREAT STORM.

South Carolina Strawberry Blossoms Turned to Ice.

A DISASTROUS FREEZE.

Intense Cold and Heavy Snows in the Mountains and Valleys—Delaware, Pennsylvania, and New York in the Storm's Grip.

Interrupted rapid-transit, delayed mails, railroads temporarily blocked, suburban roads impassable and the milk supply not equal to the demand were some of the most conspicuous results of the storm so far as Baltimore was concerned. Snow drifts have blocked railroad traffic in Western Maryland, and no trains crossed the Blue Ridge mountains for two days. The Washington county roads were so blocked that the star-route mails were stopped. Rough trains east and west were delayed in the Alleghenies, and the thermometer fell to 15° below zero.

A half dozen through trains, as well as local and freight trains, were snow-bound at Alexandria, Va., and the passengers were quartered at hotels and boarding-houses in that city. Trains were also snow-bound at Charlestown, W. Va., on the Valley Division of the Baltimore and Ohio Road, and on the Norfolk and Western Road.

In Washington city the storm was very severe and the temperature descended to zero. The United States Senate appropriated \$5,000 for the immediate relief of the poor. Steps were taken to protect the bridges across the Potomac.

The temperature in the South reached the lowest point in many years. The strawberry and early vegetable crops in the Carolinas and Georgia were ruined. The unusually cold weather caused much suffering.

In Pennsylvania, New York and New England the cold was intense, snow prevailed and the snow practically stopped traffic. The Delaware Railroad was completely blocked.

Four men engaged in shoveling snow from the Pennsylvania Railroad tracks at Lucknow, near Harrisburg, Pa., were killed by the Pacific express running them down.

THE SOUTHERN STATES.

Strawberry and Other Early Crops Ruined by the Freeze.

WILMINGTON, N. C.—With one exception this was the coldest spring here in 24 years. Only about one-fourth of an inch of snow has fallen, but the wind ranged from 40 to 46 miles an hour near midnight, and it kept at this rate for several hours. At 8 o'clock the thermometer registered 15° above. On January 6, 1884, it stood at 9°. Ice thick enough here for skating.

CHARLESTON, S. C.—The temperature at 7:30 A. M. was 12° above zero, the lowest for any February day on record in this vicinity. High westward winds raged at an average of 26 miles an hour. It has moderated considerably, but the wind will be in the afternoon. All tender plants above ground have been killed. Strawberry blossoms are killed and the berry will be delayed four weeks beyond the usual time. It will be April before the first berries ripen. The cabbage crop will average only 25 per cent of a crop. Lettuce, marrowfat peas and smaller vegetables are all killed. The destruction is universal over the Southern trucking section and extends to Florida.

SAVANNAH, GA.—This was the coldest wave in the history of Savannah, as far as official records can determine. The thermometer at the weather bureau registered 12° above zero. Much suffering exists among the poorer class of whites and among the negroes who have been killed.

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communication can be had with it. The James is closed to navigation—a rare occurrence and without precedent in twenty-five years.

MARTINSBURG, W. Va.—There has been a considerable moderation in the cold weather here. The mercury, which has been bobbing about zero, rose as high as 30° above.

The committee appointed at the citizen's meeting to collect and distribute contributions for the poor during the severe weather, has been instrumental in accomplishing much good. The entire city has been gone over systematically and relief afforded in many instances.

DAMAGE IN FLORIDA.

Early Vegetable Crop Ruined and Budding Orange Trees Killed.

The full extent of damage done by the cold wave through Florida will be hard to estimate for some days because returns will be slow in coming in from all points. Advice from different sections of the State indicates that the damage done is equal to, if not greater, than that of the December freeze. The area of low temperature has extended as far south as in December, and vegetation was not in as strong condition to stand the cold as then. To recoup the losses of the orange crop many orange-growers immediately planted vegetables. There had started into a vigorous growth and were developed to exactly the point where they could be most damaged by severe cold. It appears now that the vegetable crop of Florida is an entire loss. Older orange trees through the State had already shown signs of recovery by putting out a new growth, and along the Halifax and Indian rivers and in the southern portions of the orange belt had come to bloom. As far as can be learned this bloom and growth have been destroyed. Pineapples were also beginning to bloom in Indian river country, and these, too, have been ruined, but advice from Palm Beach and Lake Worth are that damage done there is very slight. An experienced fruit-grower estimates that the damage throughout the State will reach \$10,000,000.

NEW YORK'S EXPERIENCE.

Conditions Have Nearly Returned to the Normal.

Transportation facilities in the city have about returned to normal conditions, although on the water there is a great delay in the ferriage owing to thick ice. Thousands of men and teams were at work clearing the snow from the streets and late in the day satisfactory progress had been made in rendering all the principal streets below the Harlem river fit for travel, vehicles and pedestrians.

Order came out of the chaos of suspended railroad communication. In the early afternoon traveling facilities were in almost a normal condition. A threatened milk famine was averted by the arrival of trains that had to cold the right of way to belated passenger trains.

PHILADELPHIA.

Food Supplies Scarce—Railroad Traffic Delayed.

In this city the weather has grown moderate. The Delaware in front of the city is badly obstructed with ice, in some parts so thick as to allow persons to walk across to Jersey.

Much discomfort is still being felt from the scarcity of milk and meat. Some relief is expected, when it is thought, the milk trains from the country will be running, but it may be several days before the Western cattle trains can reach town. It was next to impossible to procure milk in this city Sunday. There are enough cattle at the abattoir to prevent any serious distress from the scarcity of meat, though prices have slightly advanced.

The railroads entering the city are still suffering from the blockade, although some improvement has lately been manifested. On the Pennsylvania Road trains from New York, Washington and Baltimore are several hours late, as is also the case with the Reading and the Baltimore and Ohio, but local trains are running with little difficulty.

The Boston steamers Parthian and the British steamships Guildhall, from Carthage, and City of New Castle, from Calamain, are all aground off New Castle and assistance has been sent.

EXILES WANT DAMAGES.

They Have Begun Suit for \$50,000 Each Against the Warriwmo.

Cranston, Mueller, and Johnston, the three exiles from Hawaii, have entered suit against the captain of the steamer Warriwmo and the Canadian-Australian Steamship Company for \$50,000 each. They claim false arrest and imprisonment; that they were prisoners on the Warriwmo without any warrant whatever.

Official communication received by Mr. Hurston, the Hawaiian minister at Washington, states that up January 30 the court martial which is trying the insurrectionists at Honolulu, had rendered decisions in twenty-two cases. Sentences of capital punishment have been delivered in the cases of R. W. Cox, Samuel Nowler, H. F. Burdette, C. T. Gulick, W. H. Richard, and W. T. Seward.

The others were sentenced to various terms of imprisonment as follows: T. B. Walker, life imprisonment; W. H. Greig, and Louis Yarbush, twenty years; Thomas Pool, Robert Palau, Bipikane, and Joseph Clark, ten years; Kauli and K. Kauli, eight years; Abraham, seven years, and W. C. Lane, J. C. Lane, L. L. Lane, Kallona, and W. Widdifield five years. Fines in addition to the imprisonment were imposed in a number of cases. All of the sentences are subject to the approval or disapproval of President Dole, who, by the constitution, is commander-in-chief of the army.

A cablegram from Nagasaki, Japan, states that the Northern Pacific steamship Yapon, due at Tacoma, Washington, on the 21st inst., was damaged by a collision on January 21, at Shimonsu, Japan, and will be delayed three weeks.

FIFTY-THIRD CONGRESS.

SENATE.

FIFTY-SECOND DAY.—In the Senate the chief feature was the financial question. A joint resolution in accordance with the President's annual message concerning the Venezuela-British Guiana boundary was passed. On and after tomorrow the Senate sessions will begin at 11 A. M. House resolutions extending the time for making returns on the income tax to April 15 was passed.

FIFTY-THIRD DAY.—In the Senate a debate was expected upon the financial question, but none occurred. The Honduras Lottery Company was again brought to the attention of the Senate by Mr. Call (Democrat, of Florida), but was laid aside. A reply was received from Secretary Carlisle to the Senate resolution introduced by Mr. Gorman, in regard to the treasury gold reserve. The post-graduate giving the Postmaster-General discretion over the \$3,200,000 for postal cars was voted not to be in order. The amendment providing for the appropriation of \$167,000 as a subsidy for the Atlantic Coast Line from Springfield, Mass., to Atlanta and New Orleans was also defeated. By the action of the Senate the service remains as heretofore.

FIFTY-FOURTH DAY.—In the Senate the postoffice appropriation bill was passed. Several amendments were made to reduce the rental for postal cars and the item for fast mail service, but they were voted down by a decisive majority. The agricultural appropriation bill was discussed. Senator Butler argued in favor of the railroad pooling bill. The finance committee reported favorably the bill to repeal the discriminating duty on sugar imported from countries which pay a bounty to sugar growers.

FIFTY-FIFTH DAY.—In the Senate the chief feature of the proceedings was a discussion of the proposed amendment defining the policy of the government toward the Indians. Those who participated in the debate were Messrs. Hill, (Democrat, of New York), Messrs. Republican, of Colorado, Messrs. (Republican, of Nevada) and Teller (Republican, of Colorado). Consideration of the agricultural appropriation bill was resumed.

HOUSE.

FIFTY-SECOND DAY.—In the House of Representatives the day was devoted to a consideration of District of Columbia bills, several of which were passed.

FIFTY-THIRD DAY.—In the House the entire day was devoted to the consideration of the 3 per cent. land resolution, which was defeated by a vote of 47.

FIFTY-FOURTH DAY.—In the House the day was spent in discussing the naval appropriation bill. Several amendments were introduced to the proposed increase of the navy by building three battleships and twelve torpedo boats.

FIFTY-FIFTH DAY.—In the House the general debate upon the naval appropriation bill was concluded. Several amendments were introduced to the proposed increase of the navy by building three battleships and twelve torpedo boats.

WHITE RIBBONERS.

They Meet to Lead Force to the Polyglot and Liquor Petition.

The Metropolitan Methodist Episcopal Church, Washington, D. C., was becoming decorated in honor of the convocation of the White Ribboners. Temperance banners representing the different nations of the world were hung around the balcony, while to the rear of the pulpit was suspended two large flags, one the B. H. H. and the other the American, brought together at the bottom by a silken banner, on which was inscribed the motto, "For God, for Home and Native Land."

The principal object of the gathering is to call to the attention of Congress and the President, as strongly as possible, the immense polyglot petition which has arrived in Washington after a journey round the world, and which now, it is asserted, bears the signatures of more than 4,000,000 people of all nationalities.

THE PETITION.

"For God and Every Land. Polyglot Petition of the World's Woman's Christian Temperance Union. Addressed to the Governments of the World."

"Unwieldy Riders, Representatives and Brothers: We, your petitioners, although belonging to the physically weaker sex, are strong at heart to love our home, our native land and the world's family of nations."

"We know that dear babies, and pure hearts make home lives and that by these the nations prosper, and the time is brought nearer when the world shall be at peace."

"We know that indulgence in alcohol and opium, and in other vices which disgrace our social life, makes misery for all the world and most of all for us and for our children."

"We know that stimulants and opiates are sold under legal guarantees, which make the Governments partners in the traffic by accepting as revenue a portion of the profits, and we know with shame that they are often forced by treaty upon populations, either ignorant or unwilling."

"We know that law might do much, now left undone, to raise the moral tone of society and render vice difficult."

"We have no power to prevent these great iniquities beneath which the whole world groans, but you have power to redeem the honor of the nation from an indefensible complicity."

"We, therefore, come to you with the united voices of representative women, every land, beseeching you to raise the standard of the laws to that of Christian morals, to strip away the safeguards and sanctions of these arts from the drink traffic and the opium trade, and to protect our homes by the total prohibition of these curses of civilization throughout all the territory over which your government extends."

THIRTY MEN DROWNED AT SEA.

Collision of Two Unknown Schooners, Both of Which Sank Instantly.

It is believed in Philadelphia that at least thirty men were drowned or frozen to death through the collision during last week's storm of the two unknown schooners off Five Fathom Bank lightship. The sunken schooners were reportedly by the steamer Algonquin, which arrived at New York from Jacksonville. The Algonquin passed near the wrecks, and reports them sunk with all sails set.

This would indicate that the vessels had sunk very quickly after having collided. Even if the crews had time to escape in their boats it would have been impossible for them to have reached land, as the point where the vessels sank is at least fourteen miles from the New Jersey coast, the nearest land.